

Memorandum

To: Chairman and Commissioners

Date: January 8, 2001

From: Robert I. Remen

File No:
Book Item 2.1g
Action

Ref: Approve transfer of \$4,989,551, previously programmed from FY 1993-94 through FY 1997-98, in State Highway Account and Public Transportation Account funds from the proposed construction of a new Fresno Amtrak station to rehabilitate the former Santa Fe Railway station in Fresno

Issue:

Should the Commission approve the City of Fresno's request, as permitted under Public Utilities Code 99315.7, to transfer programming (funding) from the proposed construction of a new Fresno Amtrak station to rehabilitate the existing former rail station in Fresno?

Overview:

In 1999, SB 532 (Costa) changed existing statutes to allow the re-direction of funds previously allocated by the Commission for a new rail station to be available for expenditure on any form of Amtrak project in the Fresno downtown area, including, but not limited to, the rehabilitation of the former Santa Fe Railway station, as approved by the Commission or Caltrans or the Commission and Caltrans. Without SB 532's passage, the funds would be restricted by statute to be used within 5 years, unless re-appropriated, specifically for constructing the new station or with project failure revert to the Public Transportation Account to be used for other transit purposes statewide.

The City is seeking Commission concurrence to transfer programming of the unexpended funding from the new proposed station to rehabilitate the existing station (attachments). The City of Fresno has indicated, based upon bids received, that it can not build the new Amtrak station because the estimated cost – \$6.16 million – for the new station, canopies, platform and pedestrian tunnel, and “house” track and track improvements needed to accommodate the new station – exceeded the \$4.98 million remaining by \$1.18 million. The City further indicated, however, that it could rehabilitate the former existing station within the \$4.98 million available.

Recommendation:

Staff recommends that the Commission consider the City of Fresno's request and after hearing from the City determine if it wishes to concur with the City's request.

Discussion:

The City voted on October 31, 2000 to renovate the historic Santa Fe railway station for Amtrak operations in downtown Fresno. Based upon PUC 99315.7, the City is seeking Commission concurrence to transfer programming of the \$4.98 million in unexpended funding from the new proposed station to rehabilitate the existing station.

The Commission has been programming funding as early as FY 1990-91 for Fresno Amtrak station improvements. Funding for proposed improvements came from the then-annual Transit Capital Improvement (TCI) Program, which with the passage of SB 45 (Kopp, 1997) was subsumed into the biennial State Transportation Improvement Program (STIP) process. Revenues from Public Transportation Account would be used to fund transit capital improvements through the STIP process.

In the early- to mid-1990s, vigorous debate occurred between the County and City of Fresno regarding whether the City should rehabilitate the old station (City) or build a new station (County). At that time, the Commission had programmed funds to the City of Fresno, as the grant recipient. Based upon the information presented to it in 1994, the Commission directed the County and the City to work together to build a new Amtrak station, with the understanding that the State would not be responsible for increases above the estimated \$5.5 million cost, and that the local agencies would be responsible for any cost increases. The City and the County entered into a Memorandum of Understanding (MOU) to construct a new station with the \$5.53 million ultimately programmed by the Commission between FY 1993-94 and FY 1997-98. (Of the \$5.53 million programmed about \$0.55 million was expended on preliminary design and engineering work on the new station.)

In late 1998-early 1999, the County of Fresno requested bids to construct the new station and tracks. Bids (\$6.16 million) for constructing the new station, canopies, pedestrian tunnel, platform, and needed track improvements exceeded the \$4.98 million available. In late 1999, the City and the County decided not to continue the MOU between them to construct the new Amtrak station and the MOU was terminated.

Under the statutes, TCI Program project funding must be encumbered within 3 years of programming and liquidated 2 years afterwards. TCI programming changes by the Commission are limited to the 3-year encumbrance period. After that period, the funds are restricted for that use until liquidated. Funding in the early years for the new station would lapse unless re-appropriated by the Legislature and approved by the Administration. SB 532 (1999, Costa) made specific narrow changes to the statutes to re-appropriate the funding and permit the funding to be used elsewhere in downtown Fresno for another Amtrak project. **Specifically, Public Utilities Code 99315.7 states:**

“All funds from the Public Transportation Account and the State Highway Account, State Transportation Fund, previously allocated by the Commission or the department [*Caltrans*] to the new Fresno Amtrak Station project shall also be available for expenditure on any form of Amtrak project in the Fresno downtown area, including, but not limited to, the rehabilitation of the former Santa Fe Railway station, as approved by the Commission or the department or the Commission and the department. The encumbering and expending of funds for this project is not subject to an additional allocation action or approval action, or both actions, by the Commission.”

Attachments

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City of



Public Works Department

City Hall • 559-498-1602
2600 Fresno Street, Rm. 4019
Fresno, California 93721-3623



December 15, 2000

REC'D BY CTC

DEC 18 2000

Robert Chung
Deputy Director for Mass Transportation
California Transportation Commission
1120 "N" Street, Suite 2231, MS 52
Sacramento, CA 95814

Dear Mr. Chung:

On October 31, 2000, the Fresno City Council voted 6-0 to renovate the historic Fresno Santa Fe Railway station for Amtrak operations in downtown Fresno. The City wants to inform you of its decision to move forward with the project as provided in Section 99315.7 of the Public Utilities Code.

The City Council's decision was made after reviewing the feasibility study prepared by the Architectural firm Thompson & Associates of San Francisco, who specialize in the renovation of historic train stations. Enclosed is the consultant's report that summarizes the renovation costs, conceptual floor and site plans, evaluation of the station's present condition and preliminary discussions with Amtrak's operational staff and the State Office of Historic Preservation (SHPO).

The project is estimated to cost \$5.45 million and is within the available budget of \$5,527,000, which is the sum of the remaining allocated TCI funds of \$4.90 million and up to \$627,000 from Amtrak. The project includes renovation of the station's first floor for a 5800 square foot Amtrak station, purchase of the current Amtrak station and underlying property from BNSF for short term parking and passenger drop-off area, parking and landscaping site improvements, Santa Fe Avenue frontage improvements and site drainage. Please refer to the enclosed conceptual site plan.

The City is planning to advertise the project late next year and dedicate the station for Amtrak service by Fall 2002.

If the Commission's concurrence is necessary, the City requests to be placed on the agenda for the January 17 and 18, 2001, meeting.

Thank you for your consideration in this matter. Please call me at (559) 498-1603, if you have any questions.

Sincerely,

Mark I. Williamson, PE
Director of Public Works

Enclosures: Conceptual site plan
Cost Summary
Certified Copy of Council Minutes (10/31/00)

Cost Summary

Renovate Fresno's Historic Santa Fe Railway Station

Site and Platform Work	Renovate Station	Description of Work
Site Purchase	\$300,000	Purchase land and bldg from BNSF
Site Construction	\$797,768	Site Improvements, new parking lot, landscaping, lighting
Building Demo & Station Prep	\$374,514	Bldg/ped xing demo, haz abatement
Sub-total =	\$1,472,282	

Historic Depot		
Retrofit/Upgrades	\$1,035,514	Shell upgrade (seismic, roof, ext, etc)
Amtrak/Phase I Inter's	\$877,404	5814 sf of Interior improvements
Sub-total =	\$1,912,918	

New Canopy		
Canopy	\$396,000	New canopy from Station to loading platform
Sub-total =	\$396,000	

Miscellaneous		
Fees/Expenses	\$759,155	Design fees, Const Mgt, Staff Costs
Const Contingency	\$493,666	10% Contingency/4.5% inflation adjust. to Sept 2001
Gen. Conditions//P&O	\$416,911	9% Gen Conditions / 5% Cont P&O
Sub-total =	\$1,669,732	

PROJECT TOTAL	\$5,450,932	
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FUNDING SOURCE	\$4,900,000	Remaining TCI Funds
POSSIBLE FUNDING SOURCE	\$627,000	Amtrak (converted for station improvements)

Total Available

Funding: \$5,527,000

Cost Summary

Renovate Fresno's Historic Santa Fe Railway Station

Phase I

Site and Platform Work	Renovate Station	Description of Work
Purchase	\$300,000	Purchase land and bldg from BNSF
Site Construction	\$597,768	Site Improvements, ext. parking lot, landscaping, lighting
Building Demo & Station Prep	\$374,514	Bldg/ped xing demo, haz abatement
Sub-total =	\$1,272,282	

Historic Depot

Retrofit/Upgrades	\$1,035,514	Shell upgrade (seismic, roof, ext, etc)
Amtrak/Phase I Inter's	\$877,404	5814 sf of Interior improvements
Sub-total =	\$1,912,918	

Miscellaneous

Fees/Expenses	\$759,155	Design fees, Const Mgt, Staff Costs
Const Contingency	\$493,666	10% Contingency/4.5% inflation adjust. to Sept 2001
Gen. Conditions//P&O	\$416,911	9% Gen Conditions / 5% Cont P&O
Sub-total =	\$1,669,732	

PROJECT TOTAL	\$4,854,932	
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FUNDING SOURCE	\$4,900,000	Remaining TCI Funds
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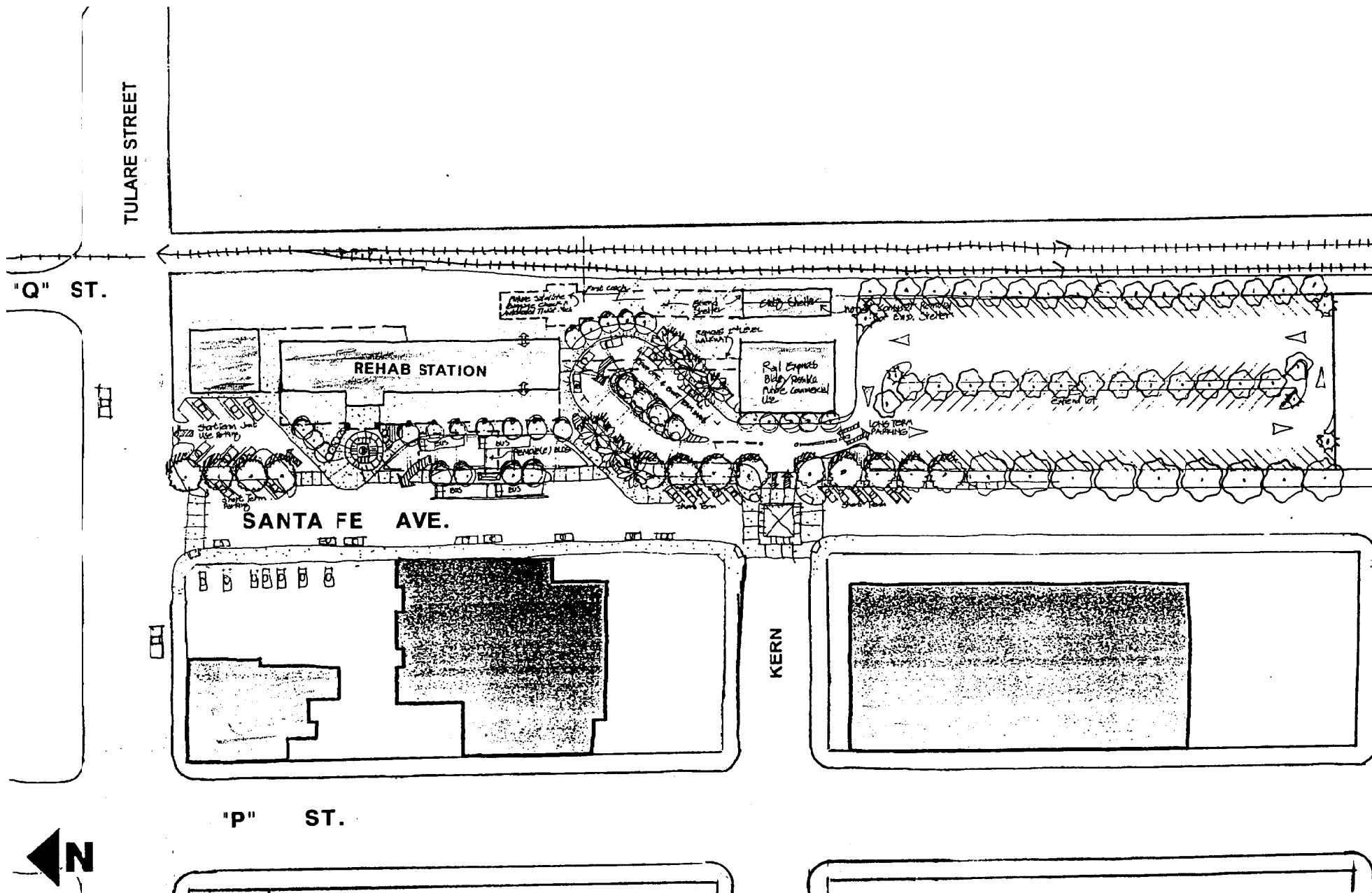
Total Available

Funding: \$4,900,000

Phase II

New Canopy

Canopy	\$396,000	New canopy from Station to loading platform
Sub-total =	\$396,000	



CONCEPTUAL SITE PLAN

NEW FRESNO AMTRAK STATION

Funding Summary

Source/Year	Amount	Designated Recipient	Allocation	
			CTC Res. No.	Date
1994-95 TCI (originally 91-92)	\$400,000	City of Fresno	Advance Alloc. per G-95-05	8/8/95
1993/94 TCI	\$1,443,960	City of Fresno	MFP-95-51	6/5/96
1994-95 TCI (originally 91-92)	\$1,204,000	City of Fresno	MFP-96-19	9/18/96
1994-95 TCI	\$551,000	City of Fresno	MFP-96-19	9/18/96
1994-95 TCI (supplemental)	\$128,592	City of Fresno	MFP-96-19	9/18/96
1995-96 TCI	\$348,000	City of Fresno	MFP-96-19	9/18/96
1996-97 TCI	\$290,000	City of Fresno	MFP-96-19	9/18/96
1997-98 TCI	\$1,160,000	City of Fresno	MFP-97-17	10/30/97
TOTAL	\$5,525,552			
75X787-Invoices	-185,953.25			
75A0045-Invoices	-350,047.77			
BALANCE	\$4,989,550.95			